

## What Is Claimed Is:

1. A method for protecting a vehicle occupant in the occurrence of a potentially dangerous situation, in which in the detection of this situation at least one system can be triggered that is at least capable of being activated and that is assigned to the seat of the vehicle occupant, the value of the loss of the tire pressure ( $\Delta p$ ) of at least one tire (19) being continuously detected and the triggering of the system being activated when a threshold value ( $\Delta p_s$ ) is exceeded, wherein the system capable of being reversibly activated and the threshold value ( $\Delta p_s$ ) is defined in such a way that exceeding it corresponds to the sudden pressure loss in the corresponding tire (19) to a tire blowout.
2. The method as recited in Claim 1, wherein the system is a belt tensioner capable of being reversibly activated for fixing the vehicle occupant in his seat (2).
3. The method as recited in Claim 1 or 2, wherein in case the activation of the system is triggered, this is assessed as the existence of the immediately imminent possibility of an accident and an appropriate information is transmitted to triggering means (12, 26) for adjusting the triggering threshold of the triggering of at least one restraint device such as an airbag.
4. The method as recited in Claim 3, wherein the corresponding information is fed into a vehicle network and is thus made available to other triggering means to be used for adjusting parameters and/or triggering thresholds.
5. A setup for protecting a vehicle occupant in the occurrence of a potentially dangerous situation, in which in the detection of this situation at least one system can be triggered that is at least capable of being activated and that is assigned to the seat of the vehicle occupant, the pressure of a tire (19) being detected by a pressure sensor (20), the value of the detected pressure being analyzed as to whether a pressure loss ( $\Delta p$ ) exceeding a threshold value ( $\Delta p_s$ ) has occurred, and in the given case a triggering control (17) triggering the system, wherein the system is capable of being reversibly activated and the threshold value ( $\Delta p_s$ ) is defined in such a way that exceeding it corresponds to the sudden pressure loss in the corresponding tire (19) to a tire blowout.

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6. The setup as recited in Claim 5,  
wherein the triggering control (17) activates the tensioning mechanism (15) of a reversible  
belt tensioning system.

7. The setup as recited in Claim 5 or 6,  
wherein the signal indicating the exceedance of the threshold value ( $\Delta p_s$ ) is sent to a crash  
evaluation circuit (26) for use as a parameter indicating the existence of the immediately  
imminent possibility of an accident.

8. The setup as recited in one of Claims 5 through 7,  
wherein the signal indicating the exceedance of the threshold value ( $\Delta p_s$ ) is fed into a vehicle  
network.

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